

In the Claims:

Please add new Claims 13 and 14 and amend Claims 1, 2-6 and 8-11 as indicated below. The status of all pending claims is as follows:

1. (Currently Amended) A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc and at least a second circular arc connected thereto on the vehicle outer side thereof, wherein the circular arc located closer to the vehicle outer side has a smaller curvature radius and is positioned more inwardly away from the tread surface, and wherein the ratio  $d/D$  of the depth  $d$ , from ~~the tread~~ a tread surface, of an intersection of the circular arc located closest to the vehicle outer side with a vehicle outer sidewall surface of the ~~at least~~ second land portion to the groove depth  $D$  of the main groove facing to the vehicle outer sidewall surface is 0.02 to 0.1.

2. (Currently Amended) A pneumatic tire according to claim 1, wherein the ratio  $d/W$  of the depth  $d$  to the groove width  ~~$w$~~   $W$  of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

3. (Currently Amended) A pneumatic tire according to claim 1 or 2, wherein the ground contact surface of the ~~at least~~ second land portion consists of the first circular arc and the second circular arc, and wherein the ratio  $R1/R2$  of the curvature radius  $R1$  of the first circular arc to the curvature radius  $R2$  of the second circular arc is 2 to 10.

4. (Currently Amended) A pneumatic tire according to claim 1 or 2, wherein the ground contact surface of the ~~at least~~ second land portion consists of the first circular arc, the second circular arc and a third circular arc connected to the second circular arc, and wherein the ratio  $R1/R2$  and the ratio of  $R2/R3$  are 2 to 10, respectively, where  $R1$  is the curvature radius of the first circular arc,  $R2$  is the curvature radius of the second circular arc and  $R3$  is the curvature radius of the third circular arc.

5. (Currently Amended) A pneumatic tire according to ~~any one of claims~~ claim 1 or 2, wherein the ground contact surface of the ~~at least~~ second land portion has an inner circular arc connected to the first circular arc on the vehicle inner side thereof, the inner circular arc having a curvature radius smaller than that of the first circular arc.

6. (Currently Amended) A pneumatic tire according to claim 5, wherein the ratio  $d'/D'$  of the depth  $d'$  of an intersection of the inner circular arc with a vehicle inner sidewall surface of the ~~at least~~ second land portion to the groove depth  $D'$  of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

7. (Previously Presented) A pneumatic tire according to claim 6, wherein the ratio  $R1/R2'$  of the curvature radius  $R1$  of the first circular arc to the curvature radius  $R2'$  of the inner circular arc is 2 to 10.

8. (Currently Amended) A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc and a curved line connected thereto on the vehicle outer side thereof, wherein the curved line is formed so as to extend more inwardly away from ~~the tread~~ a tread surface toward the vehicle outer side, and wherein the ratio  $d/D$  of the depth  $d$ , from the tread surface, of an intersection of the curved line with a

vehicle outer sidewall surface of the at least second land portion to the groove depth  $D$  of the main groove facing to the vehicle outer sidewall surface is 0.02 to 0.1.

9. (Currently) A pneumatic tire according to claim 8, wherein the ratio  $d/W$  of the depth  $d$  to the groove width  $\underline{W}$  of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

10. (Currently Amended) A pneumatic tire according to claim 8 or 9, wherein the ground contact surface of the ~~at least~~ second land portion has an inner circular arc connected to the first circular arc on the vehicle inner side thereof, the inner circular arc having a curvature radius smaller than that of the first circular arc.

11. (Currently Amended) A pneumatic tire according to claim 10, wherein the ratio  $d'/D'$  of the depth  $d'$  of an intersection of the inner circular arc with a vehicle inner sidewall surface of the ~~at least~~ second land portion to the groove depth  $D'$  of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

12. (Previously Presented) A pneumatic tire according to claim 11, wherein the ratio  $R1/R2'$  of the curvature radius  $R1$  of the first circular arc to the curvature radius  $R2'$  of the inner circular arc is 2 to 10.

13. (New) A pneumatic tire according to claim 1, wherein:

the plurality of main grooves includes three main grooves, defined as a center main groove, a left main groove and a right main groove;

the three main grooves are separated by land portions, and a land portion is formed in a shoulder region of each of the left main groove and the right main groove; and

the second land portion is adjacent to the land portion of the shoulder region located on the outer side when the tire is mounted on a vehicle.

14. (New) A pneumatic tire according to claim 8, wherein:

the plurality of main grooves includes three main grooves, defined as a center main groove, a left main groove and a right main groove;

the three main grooves are separated by land portions, and a land portion is formed in a shoulder region of each of the left main groove and the right main groove; and

the second land portion is adjacent to the land portion of the shoulder region located on the outer side when the tire is mounted on a vehicle.